

Brisbane and South Brisbane Sawmills

This section provides an overview of sawmilling in the central Brisbane area.

Pettigrew's William Street Sawmill, Brisbane

William Pettigrew established the first steam sawmill in Queensland. He expanded it and remained the major sawmilling entrepreneur in the colony for some 35 years. Pettigrew provided employment and training that assisted materially in the expansion of the timber industry.

The site of his sawmill in William Street was naturally examined for inclusion in the list of survey sites but in the absence of identifiable remains of the sawmilling era, it has not been included in this report. The site examination was reported on by Ann Wallin and Associates.

Pettigrew was born at Burton, Ayrshire, on 28 August 1825, trained in surveying, associated with Dr John Dunmore Lang, and emigrated on the *Fortitude*, arriving in Brisbane in January 1849. Securing employment as a surveyor, he gained an appreciation of the extent of the colony's timber resources and its new for a sawmill to replace the labour-intensive methods of hand sawing. It was "the first significant industry development in Brisbane".¹

After a disagreement with his employer, Dr Stephen Simpson, Pettigrew came to Brisbane on 3 January 1852 looking for land and within three weeks secured title to the site on the bank of the Brisbane River at the upstream corner of Margaret and William Streets. His father died a few months later but William was assisted financially by his brother Robert. The initial sawmill shed was 24 feet wide, 12 feet high and some 80 feet long. John Petrie's workers started pile driving in October. The building was completed in January 1853 when a well was dug to provide water for the boiler.

Pettigrew transcribed the entry on sawmills from Penny's Encyclopedia at Wolston House and he visited the Brisbane windmill and John Petrie on 29 December 1852 to help design the 40 feet masonry chimney. Construction of the chimney by Petrie did not begin until May.

Meanwhile, on 23 February 1853, Pettigrew sailed to Sydney, visiting sawmills there and studying at the Sydney School of Arts library. The boiler, engine, flywheel and sawmill machinery reached Sydney on 13 March and after arranging for its forwarding, Pettigrew returned

to Brisbane on the *Palermo* with the machinery, arriving in Brisbane on 20 April.

Pettigrew made a drawing of the machinery arrangement ensuring that the boiler setting and erection of the machinery met his specifications. The flywheel was set in place on 7 June. The furnace was coal fired. Pettigrew had arranged with bullock drivers to ensure that logs were felled, brought to the river and transported downstream to provide the raw material for the mill. Pettigrew also applied for selections of 1,150 and 1,040 acres at Moggill at ten shillings an acre, thus assuring a degree of control over timber supplies, a strategy which was followed by many of his successors.

After several days of testing the machinery, the first sawing took place on 28 June 1853. The first sale, on 14 July to John Petrie, comprised 304 feet of one inch boards and 108 feet of five-eighth inch boards.

Although a very successful enterprise, Pettigrew had many tribulations. The mill was burnt down within a year, by a pit sawyer afraid of losing his livelihood to the machine.

Pettigrew extended his operations, establishing the Dundathu mill on the Mary River in partnership with William Sim in the early 1860s and later operating a mill at Maroochydore. Besides travelling and surveying extensively to locate new supplies of logs, Pettigrew also invested in ships, the first being a schooner built for him at Doughboy [now Doboy] Creek near Brisbane and registered in 1863 and named the *Elizabeth* and mainly used on the Brisbane- Dundathu run. Subsequently he had a ship converted into a paddle-steamer and renamed as the *Gneering*. The small steamer *Tadorna Radjah*, launched in 1866, was designed to tow rafts from the Logan and Albert Rivers to Brisbane. The Maryborough-built *Hercules*, which he acquired in 1872 and engined in 1877, operated well into the 1890s. Other vessels in which he had an interest traded with timber to north Queensland.²

The William Street mill was most profitable in the 1850s and 1860s and rapidly expanded, the rebuilt mill being housed in 1869 in an "enormous shed of two storeys on the river bank" milling cedar, pine and hardwood and producing a variety of mouldings and other products. As

well as the large circular saw, Pettigrew had by 1869 a "patent band saw" and planing machine and had a mill workforce of 60.³ This mill was burnt down in 1874.⁴

The William Street mill was inundated in the 1893 flood and by 1898 Pettigrew was bankrupt, and died on 28 October 1906. Operations at William Street ended around the turn of the century. Its riverside location was no longer an important asset and as proposals to build a railway siding to the city wharves, floated since the 1870s, were abandoned with the construction of the Bulimba branch in 1897, Pettigrew's mill was at a disadvantage without a rail siding.

Birley Brothers at Kangaroo Point

Queensland's second steam sawmill was on the south side of the river at Kangaroo Point, started by Messrs Cox and Robert and Walter Birley in 1857; Cox retired from the business in 1865.⁵ By then the mill was producing 40,000 superficial feet of sawn timber weekly having by then a 45 horsepower high pressure steam engine, two new circular saw benches, planing, and tonguing, grooving and moulding machines imported from Robinson and Sons of Rochdale, England. They were then about to erect a frame saw and band saw for cutting curves.⁶

Unfortunately a fire on 1 July 1868 almost completely destroyed the plant, with its four boilers, 33 and 20 horsepower steam engines, five circular saw benches (one was saved). Insurance covered only £1000.⁷ The mill was back at work in October 1869. Birley Brothers operated it until 1885 when the Kangaroo Point and Nerang Sawmill Company was floated.⁸

James Campbell and Sons

James Campbell had by 1883 sawmills by the Brisbane River at New Farm (in the area of today's Julius Street) known as the Langshaw Mill, and the Coochin Mill at Campbellville on the near North Coast.⁹ Campbell went on to operate a number of country mills. New Farm became in time just a timber yard, and by 1922 owned by Rosenfeld & Co. (Qld) Ltd. It was burnt down in 1930. For decades, James Campbell and Sons head office was in Creek Street, Brisbane. The company, James Campbell and Sons Limited was registered on 20 March 1896 with a capital of £30,000.¹⁰

The mill at Glenapp, high up Running Creek near the border (and now traversed by the interstate

railway via Kyogle) was listed from 1915 to 1921 and the mill at Langshaw, south west of Gympie, from 1919. The Post Office directory does not give a complete indication of the Campbell sawmilling enterprise. By 1941 they had a mill on Lower Palen Creek, near Rathdowney, from 1947 just listed as Rathdowney.

Raymond and Hossack

A.J. Raymond and Company was a well-established firm, with its main mill in Stanley Street, South Brisbane in 1900. The origin of their business is uncertain but in the 1890s Raymond operated a sawmill at Rockton near Peak Crossing south of Ipswich and in 1897 the firm acquired the Upper Coomera mill established by the sons of Alexander Watt in 1888. They had moved a sawmill at nearby Maudsland - bought from Septimus Birley - over the range. The sawmill closed between 1899 and 1902 but the boilers and the formation of the tramway used to take sawn timber to the nearby river wharf remained in situ until converted to a housing estate a couple of years ago, and were recorded by photograph in 1993.¹¹

The sawmilling equipment could have been relocated to Brisbane in 1900. It appears plausible that Raymond acquired the sawmills of A. Williams and Company, listed in 1894-1896 as having sawmills at Stanley Street, South Brisbane and Gipp Street, Valley, the same two locations listed for Raymond in 1900. Williams and Company were listed in 1896 as owning a sawmill at Peak Crossing which could be the Rockton mill also acquired by Raymond and closed in 1900. The machinery was sold, the new owners erecting it on Running Creek south of Beaudesert (possibly what is now the Glenapp area).

By 1909 A.J. Raymond had concentrated operation with headquarters at Wickham Street, Fortitude Valley, in Brisbane, the sawmill which in late 1915 was purchased by the government and became the State Sawmill. [see State Sawmilling]

Taking Hossack into the partnership, and floating Raymond & Hossack Ltd about 1916, Raymond continued in the trade. By 1934 Raymond and Hossack were again operating at 339 Wickham Street as well as their country mill at Langshaw near Gympie.

Ferguson, Dath and Henderson

Ferguson, in partnership with Dath and Henderson, was the first sawmiller at Gympie, their sawmill at Chatsworth starting sawing in 1868. The same year Ferguson and Company established the first Gympie mill, in Mary Street. The Brisbane branch opened in 1876, trading as Dath Henderson and Company. Operations were started the same time at Tewantin. In 1911 the Dath interest bought out the Henderson interest in Dath Henderson, while at the same time the Hendersons bought out the Dath interest in Ferguson and Company.¹²

Initially, or at least by 1879, the Brisbane operation traded at Dath, Henderson, Bartholomew and Company, being located beside the river at today's Commercial Road, Newstead, then known as Bulimba and later Booroodabin. Robert Dath was a Glasgow-born builder and soon after his arrival in Brisbane in 1862, erected the first Corporation Markets. William Henderson, also Glasgow born, arrived a year later, and became machinery manager for Ferguson and Company as well as a director of major mining companies in Gympie. Thomas Bartholomew, a Glaswegian who arrived in 1866 and a practical sawmiller, left the partnership to manage McGhie, Luya and Company's operations at Lake Cootharaba but by 1888 managed the mechanical side of the Brisbane works and also designed the firm's steamboats which were built on site. The original Dath Henderson mill in Brisbane covering just two allotments had by 1888 been replaced by large works covering 14 allotments with a 700 foot river frontage and its own wharf. There were separate pine and hardwood mills and a joining division. The pine plant came from McDowall and Sons of Johnstone, Scotland while Walkers of Maryborough made the hardwood mill. Dath Henderson owned their own shipping fleet and their 1887 output was 1.9 million super feet of hardwood, 2.8 million of softwood and more than a quarter million of cedar, about 10 per cent of the colony's output.¹³ Fifty men were employed at the Tewantin mill with the steamer *Black Swan* continuously hauling sawn timber from Tewantin in six pontoons.

Thomas Bartholomew had, by 1900, established a sawmill in Woombye, listing a branch or Brisbane yard at Wickham Street, Valley. From around 1909, Bartholomew brought Cary in the partnership of the Woombye mill and Brisbane yard. Bartholomew was also listed as a shareholder of Dath, Henderson, Bartholomew and Company Limited, registered as a limited liability company (Book 7 No.179) on 29 December 1893. After 1906 the operation was known as Dath, Henderson and Company Limited. The Brisbane

mill was not listed after 1926 but the railway siding was not listed in 1925 but was in 1916. Bartholomew and Cary were likewise not shown with a Brisbane yard after 1926 but the Woombye mill continued to operate until the second half of the century.

Brown and Broad

George Brown had a saw mill at Kilcoy (then called Hopetown) at the turn of the century plus a yard with planing and moulding mills in the Roma Street Railway Yards. About 1902 he opened a branch store at 322-336 Wickham Street, close to Brunswick Street railway station which then had a goods yard. By 1904 he had opened a saw mill at Moore in the Brisbane Valley instead of the Kilcoy mill (or was Moore first listed under Kilcoy). By 1906 the firm had a box factory at Ipswich when the business was floated at Brown and Broad Limited.¹⁴

As a public company, with George Brown as managing director, it expanded further, with sawmills at Mount Byron and Goodna acquired by 1908. The Roma Street yard closed about 1912 when the headquarters of the business were moved to Breakfast Creek Road, Newstead, with a siding provided off the Bulimba branch railway.

The company was a major force in timber, continuing to control a variety of country mills. Its Beerwah mill had opened by 1941, and Carruchan and Kennedy around 1943, and Townsville by 1947.

Yards and branch mills in Brisbane

Many near Brisbane mills operated a timber yard in Brisbane, sometimes with log-sawing equipment or dressing and moulding equipment to complement the sawing up country.

The effect of the river, combined with the convenience and cheapness of water compared to land transport then, resulted in Pettigrew establishing yards in South Brisbane by the river opposite his mill (at least by 1874). Birley Brothers, whose Kangaroo Point mill was the colony's second steam sawmill, reputedly opened the Bight Timber Yards at Petrie Bight about 1864 which subsequently became Simon and Maynard's. It was served by the Kangaroo Point and Burleigh Heads mills, started by Birley Brothers.¹⁵

F.V. Nicholson complemented his sawmill on the Stanley River near Kilcoy with a yard at Countess Street close by the main Brisbane railway yards,

opening in June 1888 and operating to the late 1890s as the Villeneuve timber yard.

William Pettigrew operated at Stanley Street, South Brisbane, across the river from his William Street mill, by 1874. Other firms with yards or mills in Stanley Street, were McGhie, Luya and Company by 1874, J.H. Maynard's Bunya Sawmill in the early 1890s, and J.W. Daisey's yard, a branch of his Mudgeeraba mill, established in 1885.¹⁶ A.J. Raymond and Co. had a Stanley Street operation from 1900, and Cairns Timber Ltd a yard by 1923.¹⁷

Other country mills with yards or sawmills in South Brisbane included the Mudgeeraba Saw Mills at Tribune Street, South Brisbane in 1892, the Kilcoy Saw and Planing Mills Pty Ltd in Merivale Street from 1935 to 1939, and from 1939, Cairns Timber Limited at Melbourne and Manning Streets. The Richmond River Timber Company, with Queensland mills at Pomona and Imbil, had Brisbane premises at Stanley Street by 1921 and used a siding off the Brisbane Tramways Siding at Woolloongabba, removed in 1952. Donald Miller Limited of Villeneuve used the same siding in the 1930s.¹⁸

South Brisbane and Woolloongabba

Individual mills at South Brisbane included the mill established by J. Hogan at Montague Road in 1873. He sold his Hogan's Sawmills, to Henry Jordan and Company in 1884 or 1885. His ownership, of what was then called the South Brisbane Sawmills lasted only about a year and then R.L. Armour and D.C. Brown acquired the mill with Robert McGavin as manager. They also owned the *Kalara* paddleboat trading south to the Tweed and Brunswick Rivers until wrecked at Tweed Heads in 1886. The sawmills covered 5 acres with a 330 feet frontage to the river. There were saw and planing mills and joinery, driven by two 30 horsepower engines, plus timber sheds and manager's residence. An average of 90 men were employed turning out 75,000 feet of sawn and dressed timber weekly in 1888. They complained at the inconvenience when the Victoria Swing Bridge was closed and they had to unload downstream of the bridge.¹⁹ The mill was not listed after the 1890 Pugh's Almanac and may have succumbed to the economic downturn.

Nearly as old, and also in Montague Road, the Carmichael Brothers established their business in Montague Road in 1874 but after seven years moved to the corner of Hope and Montague Streets. The premises covered nearly an acre with saw and planing mills, turning shop and engine

house with 40 horsepower boiler and 30 horsepower Robey & Co. engine plus stores and sheds. The yards were laid with tramways to transport the sawn timber. The original partners, Archibald, James and Charles Carmichael, came from Scotland, Archibald coming in 1864 and working for William Pettigrew. They commenced business in 1873 as a small wood turning business.²⁰ The business operated until 1940 and they also operated near Woodford.

The Victoria Bridge Saw Mills and Steam Joinery Company Limited was registered in Brisbane on 27 June 1884. Its chief shareholders included Henry Jordan, Frederick Thomas Brentnall and William Henry Parker, all inaugural directors, and Ebenezer Vickery of Sydney. The principal deficiency seems to have been practical sawmillers. The shareholders decided to liquidate the company only 16 months after its inauguration, although the process took 26 years.²¹ The sawmill was listed only in the 1885 edition of Pugh's almanac.

Further down Montague Road in West End, the West End Saw Mills and Steam Joinery Company Limited was registered on 16 February 1886 with a nominal capital of £20,000. It purchased the property of the Victoria Bridge Sawmill Company Limited at the southern end of the Victoria Bridge and moved it to the 3 1/2 acre site with 264 feet river frontage which the company bought at Montague Road, West End. The company had a steam crane to lift logs from vessels. In a three storey building, there was the joinery works above the sawmill and drying and seasoning area on the top floor. The mill, with two 25 horsepower steam engines, employed 65 men and had a capacity of 55,000 super feet weekly. Joseph Beston, managing director, had been a clerk at the Dath Henderson Bartholomew Valley sawmills for seven years. After operating at a loss, the shareholders decided to liquidate the company in early 1892, the company works apparently closing.²²

The Queensland Timber Company Limited was registered on 3 January 1890 to acquire the business of Edward Grimley, R.W. Hebden and C.E. Adams, timber merchants at Melbourne Street, South Brisbane and Wickham Street in the Valley. A number of sawmillers were shareholders in the venture, including Frank Nicholson of Caboolture, Edward Smales of Jimboomba, W.T. Walker of Veresdale and James Fairlie & Sons of Maryborough. Grimley, Hebden and Adams resigned as directors in 1891 and the company's office was moved to the Villeneuve

Timber Yard in Countess Street, indicating that the original business had been taken over.²³

Laheys established a Brisbane office with sheds and storage racks at Vulture Street, Woolloongabba, now marked by Lahey Lane, and opposite the Woolloongabba railway yards. They leased land in the yards in 1895 to save double handling. The Vulture Street Cooperage was closed in 1912, soon after the Corinda mill opened. Others to lease land in the railway yards were the Hancock Timber Company in 1938 and J.R. Blane in 1941, taken over in 1942 by Caledonian Sawmills.²⁴

At the corner of Cleveland and Logan Roads, or Stone's Corner, Amos Neden, who had his first sawmill at Meringandan northwest of Toowoomba, erected a hardwood mill after two years at Spring Creek, Bulimba.²⁵ It does not seem to have lasted longer after 1888.

Josias Hancock had Brisbane premises at Wellington Road, East Brisbane by 1892. The Brisbane Plywood Panel & Sawmills Ltd were located by the same road in the mid 1920s. The Victory Planing Mills Ltd were at Jurgens Street, Woolloongabba in the 1920s. Shearer and Brown Pty Ltd were in the same street in the 1930s. Norm Hancock and Son operated in the 1940s, all three possibly at the same site.

Hancock Brothers operated at Stanley Street, South Brisbane (as well as Darlington, Dugandan and North Ipswich) by 1900. From 1903, the firm, its Brisbane office at the corner of Stanley and Ernest Streets, was known as J. Hancock & Gore and by 1906, Hancock & Gore Ltd. The site was closed when the new site in Ipswich Road was established. Queensland Pine Company Limited had Brisbane yards or mill at Stanley Street 1909-1911 but from 1912 had a mill at Park Road.

Hancock & Gore Limited established their chief premises at Ipswich Road, Woolloongabba in 1914, with a siding at Albert Siding on the railway from Dutton Park to Woolloongabba from 1915 and in 1923 took over Lahey's Siding (and presumably their premises) at Albert; it became their No.2 siding. From 1934 they also had a siding at Park Road.²⁶ Their premises occupied a large area of land in a triangle in between the railways in this area, but practically all traces have been removed since the 1970s. This may be the same site as used by Timber Corporation Limited 1933-1947, the two firms being closely connected. The Finn family had a sawmill at Deighton Road, Highgate Hill from 1938.

Brandons

T.W. Brandon developed the major enterprise of T.W. Brandon & Sons Pty Ltd from small beginnings, buying a firewood depot at Eagle Junction in 1924. The plant was two horses, a dray and a weighbridge. He expanded into house stumps and fencing, the growing business leading to the logical step of acquiring a sawmill. Bill Brandon bought a firewood depot near Hancock & Gore's yard, on railway land, and erected a small pine sawmill. By expanding the lease, he was later able to build a more substantial sawmill and then moved into country mills, starting with the lease of one at North Tambourine and then one at Kapeen near Bonalbo, New South Wales. The resumption of the site of Olsen's mill at suburban Nundah provided an opportunity in partnership with Lovf, to acquire the plant and erect the sawmill at Belthorpe. Another country mill was acquired at Pimpama, the business being expanded by father and sons, particularly Bill Brandon, and later his son, Don Brandon. Each new venture was either exploiting a new opportunity or better meeting a need of the business. With expanding country milling, there came to be four Brisbane yards, Eagle Junction (resumed in the 1950s for the railway regrading), Virginia, Ipswich Road and Coopers Plains. The Virginia site was also a railway lease, and became the site of one of the state's first roof truss plants after Don Brandon inspected an existing plant in Adelaide. Another opportunity seized soon after was the establishment at Virginia of a pole treatment depot. The enterprise continued until 1972 when it was sold to Robb & Brown. In his retirement, Bill Brandon was remarkable for his praise for the Forestry Department, an enthusiastic advocate of their policy of marking logs to ensure good natural regeneration of native forests and a fair return to both the department and the miller.²⁷ Brandon & Sons were operating at Woolloongabba and North Tambourine (a short term lease) by 1941, and used a railway siding at Albert from 1949 to 1973.²⁸

The Brandons were the first sawmillers in south-east Queensland to introduce the tungsten-tip to cut brush box for flooring timber. The Numinbah Valley was a valuable source.²⁹

Endnotes

1. R.S. Kerr, *RHSQ Journal* XIV (Dec.1990) 177-9.
2. G Roderick McLeod, *RHSQ Journal* IX No. 4 (1972-73), pp. 27-43.
3. BC 16 October 1869 p.5.
4. W.F. Morrison, Volume 2, unpagged.

5. W.F. Morrison, Volume 2, appendix, unpagued.
6. BC 16 Sep 1865 p. 3.
7. BC 1, 2 July 1868.
8. W.F. Morrison, Volume 2, appendix, unpagued.
9. QPOD Trades Directories. Note that around 1919 Campbell constructed a sawmill near Gympie at what is now known as Langshaw. John Schiavo advises that the New Farm Mill was erected about 1881 and burnt down in 1930. Langshaw, Scotland is 26 miles south west of the centre of Edinburgh in a straight line. Arch. & Building J. Qld Sep. 1922 p55 Advt Rosenfeld & Co (Qld) Ltd.
10. Company 121 Book 8, Company Register, QSA.
11. David C. Jones, pp. A24-A25.
12. Historical Sketch of Gympie 1867-1927, p. 110.
13. Pugh 1880-1894; W.F. Morrison, Volume 2, unpagued.
14. QPOD 1901-1949. Note that given the remoteness of Moore prior to extension of the railway there, it is possible that the sawmill at Moore could have been listed as Hopetoun. A measure of the inadequacy of the Post Office trades directory listing is the absence of Brown and Broad Limited from 1913 to 1940.
15. W.F. Morrison, Volume 2, unpagued; Pugh 1892-97.
16. W.F. Morrison Vol.2 unpagued.
17. Arch. & Building J. of Qld. May 1923 p. 3.
18. Arch. & Building J. of Qld. Jan. 1923 p. 51; Weekly Notice 30/52.
19. W.F. Morrison, Volume 2, Appendix, unpagued; Jordan only mentioned in Post Office Directory.
20. W.F. Morrison, Volume 2, unpagued.
21. Company 11 Book 3, A/21370, QSA.
22. W.F. Morrison, Volume 2, Appendix, unpagued; Company 234 Book 3, A/21387, QSA.
23. Company 48 Book 6, A/21536, QSA.
24. Shirley Lahey, pp. 13, 15; WN 37/38, 11/41, 49/42.
25. W.F. Morrison, Volume 2, unpagued.
26. Weekly notice 368 July 1915, 32/23, 49/34.
27. Interview 9 July 1997.
28. WN 9/49, 40/73 p. 7.
29. Hall, Gilmont & Yaun, p. 90.

Brisbane Suburbs

This section provides an overview of sawmills in the Brisbane suburban area, to a radius of about ten kilometres.

Brisbane Northern Suburbs

Brisbane had many suburban sawmills, commonly established on the edge of the city where demand for timber for housing was concentrated. Many survived long after the wave of suburban expansion had passed by, many but not all having private rail sidings or access to public rail facilities.

Albion became a major sawmilling area in Brisbane after the construction of the railway overcame its disadvantage of not having river transport.

James Campbell established a sawmill beside Breakfast Creek which had its own siding provided in 1889/1890 and operated for three quarters of a century. It could have been a completely new mill, or possibly the acquisition of one listed in 1885 information as James Carey's Albion Saw Mills, Breakfast Creek. This site had the advantage that logs rafted across Moreton Bay could be brought up the creek to the sawmill. The siding was taken out of use at the end of 1971.¹

The first sawmill at Breakfast Creek was established by a Mr Webster by 1869, but was a small mill which appears only to have lasted a year or two as it was only listed in the 1870 Pugh's Almanac.²

What was only the second limited liability sawmilling company in Brisbane (the first being the Victoria Bridge Saw Mills in 1884) and fifth such company in the state, was the Albion Sawmill Company Limited registered on 2 May 1885. It was to "acquire the machinery, property, plant, effects and assets of the firm of Jas. Shekleton & Co., and to procure if necessary machinery, and if necessary erect the same at the Albion Saw Mill Grounds, or at any other suitable locality." James Shekleton had established his mill at Bridge Street, Albion in 1883. He was born in the Hunter River district of New South Wales, came to Brisbane in 1850 and was reported in 1888 to have thirty year experience in large sawmills in Brisbane and Sydney.

Although the shareholders were all businessmen, only James Shekleton, listed as saw mill proprietor of Albion, appeared to have experience of the timber industry. The company's capital was

divided into twenty £500 shares, thus making the enterprise more like a private than a public company in today's terms. A railway siding was completed by October 1885 to enable the company to draw timber from the Fernvale, Lowood and Harrisville districts, recently opened up by branch railways. A 20 horsepower horizontal steam engine provided the power for three circular saws and one vertical breaking down frame. Within four years, well ahead of the worst crashes of the 1890s, the company was unable to pay its debts and on 22 February 1889, the shareholders voted to wind up the company voluntarily. The company's demise provided another opportunity for James Campbell to expand and he quickly acquired the Albion Saw Mills.⁴ It would appear that both the Breakfast Creek and Bridge Street mills continued to operate until the second half of this century.

The danger inherent in sawmilling as well as felling and hauling trees, was illustrated in the death of James Gibson, foreman of the pine mill at Campbell's Albion mill for 32 years. He was killed when the tackling used to hoist a pine log collapsed in March 1922.⁵

The Queensland Country Sawmillers operated timber yards at Hudson Road, Albion 1926-1933 and a number of sawmillers operated there subsequently. In 1942 the Country Sawmillers were listed as operating what was J.L. Corrie or Corvi's sawmill in Samford Road, Gaythorne in 1941 and 1943.

Nundah had been an independent centre since the establishment of German settlement there. Its industrialisation came with the establishment of the Queensland Carriage Works, with its own sawmill, in 1884. Its output included wagons and carriages for Queensland Railways. Several sawmills were located at Nundah at various periods from then until the present time.

Olsens of Eudlo established a sawmill at Nundah in 1918 on a hectare on the eastern side of the railway, with its own siding. In 1937 the Main Roads Commission decided to resume the site for its Brisbane depot.⁶ In conjunction with T.W. Brandon and Walter Lovf, the mill was relocated at West Bellthorpe near Woodford. Chard's sawmill, on the western side of the railway opposite Olsen's remained in operation for

another half century although, after the 1960s, nearly all its logs came by road.⁷

Hamilton Sawmills Pty Ltd, established by Hornibrook, operated at Whinstanes from about 1929 when a private siding was provided to serve the mill at Kenyon Street.⁸ From 1941 the company operated a country mill at Mapleton and from 1942, also at Flaxton and Palmwoods. The mill at Palmwoods was moved or replaced by one at Conondale and in 1946 a mill was also listed in 1946 at Montville. The siding at Whinstanes was acquired by H.C. Sleight, a petroleum distributor, in 1959, possibly marking the closure of this mill.

Thurecht Brothers, besides their sawmill near Kilcoy, had a mill at Northgate, Brisbane in 1927, apparently acquiring R. Russell's mill in Melton Road, established by 1925. It operated to about 1942. From 1934 D.A. Thurecht was sawmilling at Redcliffe, the 1949 address being at 68 Brisbane Road.⁹

Grant Brothers by 1946 acquired what had been J.L. and C.C. Gordon's sawmill in Somerset Street, Kedron, operating at least since 1941. It relied solely on motor transport being to the west of Gympie Road, and the Telegraph of 9 July 1948 featured one of the large logs road hauled to the mill.¹⁰ There were likewise mills at Cherside (originally known as Downfall Creek), Aspley and Albany Creek, all areas now suburban.

Sawmills near the Ferny Grove Railway

Sawmills also operated in Rosalie, Paddington, Red Hill and Ashgrove, also Gaythorne, Mitchelton, Grovely and Ferny Grove in Brisbane. One of the longest suburban operations established this century was Brisbane Sawmills Limited, established in 1913 on the southern side of the railway between Windsor and Wilston in 1913.¹¹ Brett's Brisbane Sawmill Siding closed from 21 March 1977, marking an end to the railing of logs and sawn timber.¹² Their sawmill siding was shunted daily, often including Sundays, for many years.

B.C. Brett and Company began as a small operation after World War I, getting logs in the Mary Valley and selling them to Brisbane timber merchants and in 1918 acquired Brisbane Sawmills at Windsor. Brett's wharves at Hamilton were opened in 1928 to facilitate the import of logs to supplement local supplies. The firm expanded more into hardware and builders supplies than sawmilling and by 1992 was one of Queensland's top 100 companies with Bill Brett, the third generation, its managing director and

350 employees.¹³ Bretts also had sawmills at Chinchilla (Fairyland), Goomeri, Coorparoo and Yungaburra.

Poultney was an important name in sawmilling in the north-west of Brisbane. Charles Poultney established a sawmill at Enoggera by 1886. The location would appear to be beside South Pine Road, near what is now the Everton Park Shopping Centre.¹⁴ Leighton was listed in 1895 as a partner with Poultney, and the firm also had a timber yard in Countess Street, later Roma Street, Brisbane. There was no railway to Enoggera until 1899. By then J.H. or Joseph Poultney was the proprietor, and by 1910, his executors. The Enoggera sawmill is not recorded after 1911 and his sons moved to Newmarket with rail access.

William and Alfred Poultney established a sawmill in Alderson Street, Newmarket in 1912 and had a railway siding provided the next year.¹⁵ They sold out about 1922 to A.E. Woodrow, operating by 1925 as Woodrow and Johnson Limited. By 1931 the Newmarket Plywood Company was trading there, having entered the burgeoning plywood market, the only bright spot as depression severely curtailed building in the state. Plywood production continued, the company being taken over by Brown and Broad Limited from 1 November 1963.¹⁶

Besides the Newmarket operation, A. Poultney established a sawmill at Farrington Street, Alderley in 1921, with its own railway siding.¹⁷ The siding was placed out of use in 1950, possibly indicating the closure of the mill. A. Poultney was also listed as having a sawmill at Everton Park, Enoggera between 1926 and 1935.

The major firm of Carricks Limited established a sawmill at Bell Street, later described at Pickering Street, Enoggera with its own railway siding in 1912. The siding was placed out of use in 1952.¹⁸ John H. Austin and Sons had a sawmill at Pickering Street, Enoggera, listed from 1941 but from 1933 he was using the Virginia Brick and Tile siding at Enoggera which he subsequently acquired. His sawmilling may have simply been an adjunct to the brick and tile operation. Carricks in 1956 acquired Lahey's Corinda mill.

Doyles Pty Ltd were recorded as operating a sawmill in Kedron Avenue, Mitchelton from 1941. The Doyle family mainly operated in the Mary Valley.

Named for its former stands of Bunya pine, the Bunyaville area north west of Brisbane provided supplies of timber to Brisbane. R.A. Timms was

recorded with a sawmill a South Pine Road, Bunyaville from 1947.

The Mount Nebo and Mount Glorious areas with the closest elevated land to Brisbane, were relatively inaccessible until the construction of roads in the 1920s. There were a handful of small mills in the area. P.J. Leahy established a small petrol driven sawmill in 1919, possibly one of the first petrol powered mills, but it was not a success. Leahy and his son Tom later built a steam sawmill. The site of the mill is now the grassy cleared picnic ground of Maiala National Park. The mill on Cedar Creek, operated by Cedar Creek Sawmills Ltd from around 1929, provided substantial amounts of timber from the Mount Glorious area for the War Service Homes Commission.¹⁹

Brisbane's Southern Suburbs

The bus proprietor, John Soden had a sawmill in Ipswich Road, Annerley, 1921 to 1940, which possibly became Marine Timbers (815 Ipswich Road) and later A. Moss. In the late 1940s there were sawmills at Hyde Road and Orient Road, Yeronga.

The **Yeerongpilly** sawmiller, Thomas Henry Chard joined five members of the Boldery family, already involved in timber, to establish the Yeerongpilly Sawmilling Company Limited, registered on 4 April 1922. This was at the time that the Bolderys bought the sawmilling and land assets at Pechey north of Toowoomba. Only 7 shares had been issued by October 1923, but the £10,000 nominal capital was doubled in 1924. By then 10,000 shares had been issued, all to the Boldery family except 2998 to Harry Jerome Myers, the company's accountant. The capital was increased to £35,000 in 1925 and £50,000 in 1926, with W.R. Boldery holding 11,000, but by July 1929 he held all but six of the 35,000 shares issued, the others in separate hands to meet legal requirements. In 1932 it was converted to a private company. Abraham Boldery in 1933 was a director of Andersen's Blackbutt Timber Company and, in 1935, a director of the Shamrock Gold Mines Ltd (apparently the company from which Hyne later bought the steam engine for his Mundubbera mill). The company was wound up in 1938.²⁰

The sawmill, in Wilkie Street, was apparently built in 1923 when a siding was inserted for A. Boldery and in 1924 a longer siding was provided. In 1928 D.G. Brims Limited took over the sawmill and siding.²¹ Although the siding was placed out of use in 1988, the sawmill was still

operating and a major plant. The Four-in-one Box Company of Station Road, operating from 1941, seems to have been part of Brim's operation.

The Austral Plywood Pty Ltd in Curzon Street, Tennyson, commenced operation about 1941.

There were several sawmill owners at **Rocklea** - the Rocklea Saw and Planing Mills from 1924 to 1938 and F.F. & M.A. Johnstone from 1939. The Queensland Timber Company operated in Sherwood Road from 1942. John Keirnoski had a sawmill at Moorooka in 1919. By 1921 Millar Brothers were operating the sawmill in the Moorooka railway yard but sold it to D. [Dakin?] Peberdy by 1929.²² From 1930 to 1940 F.F. Johnstone had mill in Union Street. Miller [Millar?] Brothers from 1934 and from 1936 Atkinson & McDonald had a sawmill in Unwin Street.

H.B. Babbidge had a sawmill at Salisbury in the 1890s; it had its own railway siding. In the 1920s Frank Snars' father assembled his own sawmill, powered by "an old oil engine" and used it to cut the timber for his own house from nearby trees, an example of ingenuity and the difficulty of drawing a dividing line as to what is and what is not a sawmill.²³

Edward Freney had a sawmill at Coopers Plains from 1892 to 1921. Gardiner and Gray's, later John Gray's mill was listed from 1913 to 1926 and from 1938 the Airport Sawmilling Company [Archerfield] and three others in 1949.

There was a sawmill at Loganlea 1907-15, first operated by Hugh Laughlin. David Graham, listed at Kingston 1913-14, had his sawmill at what is now Woodridge, known as Graham's Siding from 1913 although Octavius Stubb had taken over ownership in 1914; the area became Woodridge officially on 30 November 1917.²⁴ William Secleither had a sawmill 1935-40 and postwar, the Woogaroo Timber Company and at Marble or Mabel Park, Williams and Schultz, later Y.R. Farr. A sawmill was listed at Eight Mile Plains from 1935, R. Harris to 1935, then South Coast Sawmilling from 1942 and E.H. Hancock from 1945 and Eight Mile Plains Milling Company on Logan Road from 1947. Two sawmills were listed at Runcorn in 1949 and one at Sunnybank. William Lovell had a sawmill at Sunnybank listed 1903-1910.

August Kaplick and Sons had a sawmill at Chambers Flat, south of Brisbane, from around 1936 and W.A. Franklin at Greenbank in the

1930s and 1940s. Others started at Greenbank post war.

Carbrook Sugar Mill closed in 1926 but continued its off-season operations as a sawmill until about 1941.²⁵ R. Appel was listed in 1934 at Carbook and at Carbrook East, Rudof and Mrs I. Musch 1941-1944.

Sawmills were operated at 48 and 38 Bennetts Road from around 1939 by G.S. Weatherhead and G. Brown (later W.H. McAndrews).

There were sawmills at **Wynnum**, the chief one W. Arthur & Company Limited at Florence Street from 1920. Albert Bunney & Sons Pty Ltd acquired the mill in 1940, and in 1944 had the Gas Works rail siding extended for the mill (out of use in 1980). In 1945 the Coominya sawmill was moved to Wynnum.²⁶ Bunney later acquired the mill near Mount Cougal.

C.H. Ransome had a private siding between Lota and Thorneside from 1909 to 1933 to serve his operation (the siding was moved 1.1 km in 1912) which apparently was a firewood mill.²⁷

Gilbert Burnett bought Trafalgar Vale from Captain Louis Hope and is reputed to have moved sugar mill machinery from **Ormiston** to his property. He was listed as sawmilling at Trafalgar Vale in the 1890s (first listed in 1892 Pugh's Almanac; the Post Office directory simply lists it as Wellington Point). On 31 January 1884 the member for Bulimba, J.F. Buckland, seeking a railway to Cleveland and Mount Cotton, spoke of Burnett of Trafalgar Vale having a "mill and sugar mill" suggesting sawmilling was in operation by then.²⁸ The sawmill operated from 1884 or earlier until about 1896. Burnett constructed a tramway linking the sawmill and the wharf, apparently used for logs and sawn timber prior to the railway opening in 1889. Some of the tramline formation remains but the mill site was not identified. The first sawmill in the area was Louis Hope's as an 1867 description of his sugar mill mentioned that he had a sawmill adjoining the sugar mill.²⁹ This may have become the nucleus of Burnett's sawmill. R. Morrison operated a sawmill at Ormiston from around 1943.

Contemporary with, or perhaps earlier than, Hope's Ormiston saw and sugar mill was Bigge's sawmill, reported to have milled pine brought from the Logan and Albert and local hardwood.³⁰ Mills operated at Cleveland, and Russell and Macleay Islands in the late 1940s.

James Campbell had his first sawmill in the Capalaba area, reputedly operating from 1876 but dismantled in or by 1881 and moved to Campbellville on the North Coast.³¹ There were sawmills at Gumdale, Capalaba and Thornlands in the late 1940s.

William Dart had a sawmill as an adjunct to his Redland Bay sugar mill in 1886.³² The Redland Bay Co-operative Sawmilling Company Limited operated at Redland Bay in the 1913-1937 period, possibly the same mill operated by William Muller in the 1940s.

Brisbane Western Suburbs

D.G. Brims and Company established a sawmill and three-ply factory at Milton in 1923, with a siding provided in 1924. A.H. Bennett took over the site and siding in 1943 and in 1948 it was used by R.A. Morrison. As the siding was taken over by Concrete Services Limited in 1958 this indicates the end of the sawmill.³³ Rod or Roy Morrison had a sawmill at Milton from 1934, presumably at a separate site to Brims. Gilliland and Straker were listed as having a mill at Douglas Street, Milton from 1925 to 1927. In the 1940s the Milton Timber Company in Milton Road and R.K. Kratzmann.

The Moggill-Brookfield area was an early one for timber getters, most of the logs rafted down river to Brisbane. The first mill in the area was **Pattersons' Bon Accord** described as built at Indooroopilly [Brookfield] in 1875. Initially it had only a 12 horsepower engine and two saw benches. This was later increased to 25hp with breaking down saw frame, iron rack bench and two hand benches. In 1884 Pattersons built a new mill at Toowong with its own railway siding which became their headquarters.³⁴

Charles Patterson became sole proprietor of the Bon Accord Mills established by Charles and John Patterson and D. McNicol. He built a mill at Toowong, Sherwood Road, adjacent to the railway and on railway land. The mill by 1888 had 16 and 12 horsepower engines, a breaking down frame, two hand benches, two planing machines, band and fret saws, a wide range of equipment employing 32 men. At the time he had purchased the timber on the Enoggera watersheds "to which he has laid down extensive tramways, thus reducing the expense in bringing the timber to the mill." By now the route of these tramways is a matter for speculation but presumably led down the lower part of Sherwood Road.³⁵ A photograph of a tramway appears in 1909 but by then Pattersons had a sawmill at Moore and this

could be a photograph of their tramway at Moore.³⁶

Patterson's private siding was provided in 1888, the same year as the sawmill was burnt down; it was burnt down again in 1894.³⁷ The Bon Accord mill was not mentioned in the listing after around 1900. Charles Patterson died around 1924 but the sawmill continued until 1985 when it was completely obliterated and the site used for the Toowong shopping centre.

Frank Davidson had a sawmill on Moggill Road, **Indooroopilly** in the 1902-05 period. The Jarrah Millar's Karri & Jarrah Company built a sawmill at Indooroopilly about 1906, possibly taking over Davidson's Mill. It was not listed after 1911.³⁸ John Pacey was listed with a sawmill at Kenmore in 1900. Percy J. Watson, later in partnership with E. Bow, had a sawmill in the 1940s. C.A. Burcher and E. Westcott of Witty Road, milled at Moggill post World War II.

In 1910 David Lahey formed Brisbane Timbers Limited which built a mill beside the Yeerongpilly-Corinda railway line at Railway Terrace, **Corinda** and a railway siding was provided in 1911. The sawmill was expanded with a new mill built beside it for softwood. Pacific Timbers Limited was formed in 1926 to import logs from Fiji but this was not a success. Brisbane Timbers Limited went into receivership in 1931 and Corinda Sawmilling Company was formed, including some employees, to take over. In 1934 David Lahey and his sons registered Laheys (1934) Pty Limited. The whole Corinda complex was sold to Carricks Limited in 1956 and much of it converted to furniture making but milling continued for some years. Even in 1972 it was stated that Laheys Limited were still using the siding.³⁹

Edward Freeney had a mill at Oxley in the 1891 and Fraser Scott at Darra from the late 1930s.

Endnotes

1. CR 1889-90 p69; (p225); Pugh 1886; E.J.T. Barton, p. 225; *Sunshine Express* Feb.1972 p. 43.
2. BC 16.10.1869 p5; Pugh 1870.
3. W.F. Morrison, Volume 2, unpagued.
4. Company 109 Book 3, A/21377, QSA; BC 5 June 1885, Windsor & District Historical Society; CR 1885 p143; Pugh 1891.
5. Photocopy of deposition, Windsor & District Historical Society Collection.
6. Stan Tutt, *Sunshine Coast Heritage*, p. 87; Interview Mr Bill Brandon.
7. GA 1935 List of Sidings; SE Dec. 1977 p. 155.
8. Weekly Notice 49/29, 32/59.

9. *Redcliffe Sesquicentenary 1799 1849 the first white settlement in Queensland*, inside back cover advertisement.

10. *Telegraph* 9 July 1948, cutting, Windsor & District Historical Society.

11. Weekly Notice 268, 269 of 1913.

12. SE May 1977 p65, WN 26/77.

13. Sunday Mail 2 May 1993, cutting, Windsor & District Historical Society.

14. Pugh 1887, 1888. QPOD 1894 is the first to list the South Pine Road address. Poultney cottage in the park behind the City Council Library was moved from the adjacent site occupied by home units.

15. WN 222.

16. BC 7 March 1931 p17, Enoggera & District Historical Society. WN 37/64 p13; siding removed 1969, WN 11/69, possibly the end of production.

17. WN 656 of February 1921.

18. WN 189; WN 40/52.

19. Helen Horton, pp. 27-28, 32, 36. There appeared to be no remains to record at Maiala.

20. Company 27 of 1922, A/28557; QSA.

21. WN 5/23, 43/24, 51/28, 22/29, 46/88.

22. File 1927/9153 Batch 1A, A/12601, QSA.

23. Frank Snars in *Salisbury State School, 75th Anniversary 1995*, pp. 3-9.

24. File 1923.9534, A/12578, QSA.

25. Mr D. Turnbull, Carbrook.

26. Weekly Notice 49/44, 45/80 p. 11; *Coominya-from settlement to Subdivision*. Florence Street changes to Ronald Street across the railway.

27. File 1912/21650, A/12435, QSA; WN 65 of 1909; 223 of 1912; WN 29/31.

28. *Queensland Parliamentary Debates* 41,212.

29. Mary Howells, "A History of Fernbourne Precinct Wellington Point", Grad.Dip. Thesis, University of Queensland, 1997; BC 2 August 1867.

30. *Redlands Centenary Souvenir 1850 1950*, p. 25.

31. A.C. Gubby, *Campbellville and Cedar Days*, p.8.

32. BC 26 January 1886 quoted by George Bond.

33. Arch. & Build. J. of Qld Jan. 1924 p. 16; WN 43/24, 30/43, 6/48, 27/58.

34. W.F. Morrison, Volume 2, unpagued; E.J.T. Barton, p.346.

35. W.F. Morrison, Volume 2, unpagued.

36. CR 1888 p.119; *Maryborough Chronicle* 26 July 1888; *Mackay Mercury* 17 February 1894.

37. E.J.T. Barton, p. 225.

38. E.J.T. Barton, p. 225.

39. WN 144; Shirley Lahey pp. 15, 18; WN 12/72.

South Coast Sawmills

This section provides an overview of sawmills in the coastal strip south of Brisbane to the border. Sawmills in the Logan and Albert Valleys above Beenleigh appear in the subsequent section.

Convicts were logging cedar in the Logan and Tweed River valleys as early as the 1830s.¹ The coastal rivers and ranges south of Brisbane provided the resource for hundreds of small sawmills and a handful of larger enterprises. Although some of the area had been exploited for cedar from the middle of the 19th century, most of the mills date from this century. The railway and then motor transport and provided the impetus, making small isolated mills viable. The growth of fruit growing helped provide the market, with many mills designed to supply the makings of fruit cases, especially for bananas. An interesting aspect is the survival of some of these small mills.

Other mills operated south and east of Beenleigh, including W.H. Couldery of Ageston who, like a number of sugar millers, operated a sawmill in conjunction with his sugar mill.²

From Beenleigh to Southport

Two sawmillers at Canungra began in the Pimpama district. Jesse Daniels started a sawmill at Pimpama when he moved from Geelong to Queensland in 1863, quickly moving it to Cedar Creek and in 1890 to Benobble near Canungra.³

In 1870 Francis Lahey secured 200 acres on Hotham Creek, naming it Sunnyside. He and his sons erected a small steam-powered mill in 1870. The family decided to sell in 1885 in order to develop the large timber resources around Canungra although one son, David, bought and continued to operate at Pimpama, in the arrowroot business.⁴ Sawmilling continued at Pimpama for nearly a century. Brandon Timbers purchased the George Chester's Pimpama sawmill in the 1950s.

The first sawmill near the **Nerang** was erected by Muller and Carter on the bank of the river south of Gardiner's Creek, near the later site of the Southport School. By 1886 there were four mills in the area, including that of Philpott Brothers who had converted their sugar mill dating from the early 1870s into a sawmill when they could not sell it as a going concern.⁵ Philpott Brothers held 250 shares in the short-lived Queensland Timber Company.

There were other sawmills at Nerang, including the Lancaster Sawmilling Company, a cooperative venture of members of a Lancaster Bomber crew after World War II, purchasing Cox and Lane's mill, plus mills at Benowa and Southport. Southport Timbers of Nind Street dated from 1875 when R.T. Johnston purchased land and erected steam-powered sawmill and joinery works. The pine logs were cut along the banks of the Nerang, rafted downstream to near today's Broadbeach and hauled by bullock team. Johnston and Freeman's mill was floated in 1909 as Southport Timbers and was rebuilt after a fire on 15 December 1915. By the 1950s the enterprise employed up to 50 men in the mill and in the field.⁶ It was the longest survivor of a series of mills dating from the 1880s.

A few years ago Johnstone and Freeman mill moved from Nind St, Southport to the industrial estate of Molendinar. Two of the original steam engines from Mr RT Johnstone's mill were donated to apex Club of Southport; planned to have one moved to site of the Historical Village at Bundall.⁷

Upper Nerang or Numinbah Valley

Long before the tramway linked the Nerang Valley with Mudgeeraba, timber was being milled on the Upper Nerang, beginning with the Pine Mountain sawmill built by Birley Brothers in 1881 and working in conjunction with his Kangaroo Point interests in Brisbane. The area, known since 1927 as the Numbinah Valley for the last half-century, supported several small mills in the 1940s.⁸

David Yaun managed the Pine Mountain mill until 1889; after the depression of the 1890s he was able to purchase it in 1895 for £200 in partnership with his brother James. The mill's output was drawn by team to Nerang. At first timber was taken by Birley Brothers small ships to Brisbane but after 1889, Nerang became the railway terminus and the output was railed to Brisbane. Reputedly a tramway with wooden rails was laid to bring timber from the slopes of Pine Mountain, now known as Page's Pinnacle, to the mill. The sawmill itself was relocated further along the Nerang valley in 1909/1910 after local supplies were exhausted.⁹ Alfred Smith was by then the owner. D. and J. Yaun were operating at Upper Nerang from 1913, and in 1936 (then called Numinbah), Herbert S. Yaun was listed as

proprietor. The gap in the records from 1920 may represent closure, or simply the absence of information from this somewhat isolated area. The whole plant was destroyed by fire in 1944. It was not rebuilt but Allan Thompson and Alex Fagaland continued to operate their mill at Natural Bridge, apparently improving its economy by using waste timber to fuel an illicit still. Rex Baker, still operating at Natural Bridge in 1987, had survived the collapse in the demand for case timber by supplying the hobbyist market.¹⁰

Although the Pine Mountain mill closed temporarily in June 1888 and Birribi mill in October 1889, the Burlington Mill was the first mill to succumb when Belliss's Upper Nerang mill was placed on the market, after the mortgagees foreclosed.¹¹ The Burlington Mill, downstream from Pine Mountain, opened on 3 September 1883.¹²

Mudgeeraba

As early as 1863 it was recorded that timber getters preferred rafting down Boowaggan [Bonogin] Creek to the Nerang.¹³

Despite the relentless surge of suburbanisation, Mudgeeraba still retains an operating remnant of its former sawmilling industry. Among the mills near Bonogin Creek were Davenport and later Houghton's Mill on Portion 29 (a mill which was moved once before finally closing) and Sehmish's sawmill on Portion 22a.¹⁴ This mill, established in 1880, and reportedly still operational,¹⁵ remains a past relic only as long as the pressure from real-estate agents to subdivide the land is resisted and the multi-million dollar offers declined.

Hugh McLachlan erected his Mudgeeraba Sawmills in 1884 and by May horse and bullock teams were hauling logs there from the strip north from the Tweed.¹⁶ In April 1885 a branch yard was opened in Stanley Street, South Brisbane, supplied from Mudgeeraba and managed by J.H. Faulkner. J.W. Daisey was now proprietor of the mill.¹⁷ It was a well equipped mill, with top rig saw, circular saws and Robinson and Sons self-acting sawbench and planing and moulding machines, and located on Portion 24A with an option available over Selections 1242 and 1247 for timber supplies.¹⁸ After the sale, William Gould became the new owner and R. Jameson the manager while Daisey's role was reduced to being the agent in charge of the yard in Tribune Street, South Brisbane, its second site.

Further up Mudgeeraba Creek was Knack's mill near the Austinville Road turnoff, another case

mill, operating before World War II and remaining in part time use for the then limited packing case market.¹⁹

Rayner's Mill

Rayner's mill beside the northern side of the Springbrook Road, just west of its the Hardy's Road intersection, began life around 1943 on a property at Little Nerang, a case mill.²⁰ It was subsequently moved to its present site and has been operated for half a century by the Rayner family. It demonstrates the ability of family enterprise to survive. The mill, electrically powered, is a small one, worked by three family members, its layout and equipment otherwise little changed from that in vogue a century earlier. The equipment remains effective, with the use of tractor for log and sawn timber handling and a chain saw to supplement the fixed equipment and increase productivity.

Neranwood Sawmill and Tramway

Sawmilling was long established in the Nerang area when the Nerang Hardwood Company was registered on 20 March 1923. In Queensland terms it was unique as (1) a public sawmilling company which largely represented grazing interests; and (2) it built a substantial locomotive-operated tramway to transport sawn to government railway rather than log timber to the mill. Such tramways were common in Victoria but not in Queensland.

The principal person involved in setting up the company was the timber merchant William Dearden who lived in Hamilton in Brisbane. He had been in 1909 one of the vendors involved in floating the Queensland Pine Company (with major works at Yarraman) and became its managing director. At that time he was domiciled in Melbourne and brought Victorian ideas to the Queensland industry. In an agreement dated 1 December 1922 between Dearden and Robert Cumming, a Brisbane accountant, with stock-brokers Acworth and Bullen, the company was floated with £200,000 capital, Dearden receiving 15,000 fully paid one pound shares for his interests. Leading graziers such as Rowland Edkins and Ernest Bell of Coochin were amongst the inaugural directors.²¹

The enterprise was substantial with a well-engineered two-foot gauge tramline built from the railway yard at Mudgeeraba, following the creek and then steadily ascending to cross the range at a saddle and then descending steadily down to the upper Nerang. The narrow gauge permitted sharp

curves but the line was still marked by substantial earthworks, particularly on the western descent. The township of Neranwood sprang up around the sawmill at the terminus,

To mark the start of cutting, directors invited their guests to travel the seven miles over the tramline, sitting on improvised seats on the tram trucks. The sawmill was powered by a "huge boiler which once rested in the hull of a Commonwealth steamer". Over luncheon Dear-den explained that the company intended to invest in mechanical equipment to assist in drawing logs to the mill.²² The operation was unprofitable and despite the issue of preference shares in 1924, it had only a short existence. In 1928 the assets were sold to Federal Forests Limited. The depression delivered the coup de gras and at the end of 1930 the railway siding at Mudgeeraba, then belonging to Federal Forests Limited was placed out of use.²³

The company could have saved the expense of the tramway by using the road which within a few years connected Mudgeeraba, Neranwood and Springbrook where sawmills operated from the 1940s.

Upper Tallebudgera Creek

Like Currumbin Creek, the Upper Tallebudgera Creek area was a source of much cedar in 1882.²⁴ The 1879 floods were reported as events to gladden the hearts of timber getters in the area, but many were unprepared as the first fresh came down at night and many logs in the Tweed River floated out to sea.²⁵ When there were few mills in the area, and particularly with valuable cedar, logs were hauled to Tallebudgera Creek or the Nerang River and floated to Johnson's Mill at Southport. In later years bullock teams hauled logs to the West Burleigh Mill, located on the railway.²⁶ R.L. Robinson, A.R. Anthony and Mules & Love operated at Upper Tallebudgera after World War II. From 1925 to 1947, A.J. Banks, C. Woods, Brown, the Pacific Timber Company and Hare & Benvenuti were successively listed as sawing at West Burleigh. The mill at Burleigh Heads, able to use water transport, predated the railway. It was operated in 1891 by Hancock (Hancock?) Brothers. Large rafts of pine coming down Tallebudgera Creek as well as logs hauled by bullock teams were milled. The proprietors were regarded to the area's best hope of reviving the timber trade.²⁷ It is quite likely the mill did not survive the 1890s depression. From 1926 to 1949 A. Banks, R. Russel, H.J. Dennis and Pacific Timber Company were listed as operating in the area.

Currumbin Creek

Cedar getters were exploiting the Currumbin Valley by 1882.²⁸ When Mulvery and Christie established a mill near the former Ridgeway school on upper Currumbin Creek in 1914, they supplied both the housing and banana case industries, Christie engaging in banana growing as well. Encouraged by the success of a flying box carrying bananas from the plantation 400 metres to the road below, they constructed a massive one across the valley to Tomewin Road, reputedly five kilometres. They managed to string the wire across the valley but frictional forces were so large that it was impossible to operate it.²⁹ The sawmill was by 1918 recorded as Mulvey and Styles. Robinson's mill, established in 1931, supplying banana cases last less than a decade as a commercial operation but continued to supply cases for the family banana farm until 1949.³⁰

Numbers of mills were established along the railway which provided an easy means of marketing sawn timber, while others were established further up the creek valleys. The well-known Brisbane Valley sawmiller, Lars Anderson was recorded having a sawmill in 1942 at Bilinga, near Coolangatta, but he had died at Bilinga on 26 September 1941 aged 80.

Mount Coughal National Park Mill

The survival of a mill in what is now National Park makes an interesting contrast between the impact of old style and modern logging. The mill at the head of the valley, and now in Mount Coughal National Park, operated as a case mill and to break down large logs into flitches. It was established as recently as 1942.

John Joseph Tracey built a sawmill on subdivision of portion 83, Parish of Tallebudgera at the head of the Currumbin Creek valley in 1942 and felled timber from scrub land owned by the Dolan family, and now part of the National Park. Tracey milled softwood for banana cases. Hardwood was hauled by road, and after the mill was improved, cut into lengths and split into flitches at the mill, being loaded onto motor trucks and supplied to boat building yards.

Tracey sold out to Bunney and Sons of Wynnum but Tony Stephens who had worked with Tracey, bought the mill in 1951 and the next year bought a Mack truck to carry timber to Brisbane. The mill closed in early 1954, accelerated by the impact of six months heavy rain starting in late

1953. Among the former mill workers were Les McClymont timber cutter, George Dethick tailer-out, and Ray Box and Les Lee.

Bunney repurchased the mill, for its timber rights, and employed Stephens cutting trees to send to their Wynnum mill. On 23 April 1959 as he was cutting a track around a hill below the mountain, a dry limb fell, hitting him on the head. He lost control of the tractor which rolled backwards. He jumped as it fell over a cliff and died of a fractured skull.

His son, John, bought the mill from Albert Bunney in the 1970s, removing much of the machinery to his own mill at Burleigh, also now closed. The steel jinker was not sold and with the sawmill shed, and the residual machinery, is now possibly the most visited sawmill in Queensland.³¹

Endnotes

1. Michael Jones, *Country of Five Rivers*, p. 24.
2. *Queensland 1900*, p. 112.
3. M Curtis, *Canungra Heritage 1879-1979*, unpagged.
4. Hall, Gilmont & Yaun, p. 90.
5. Robert Longhurst, *Nerang Shire*, pp. 69, 107; Q 3 July 1886 p. 7.
6. Memo to District Forester 24 June 1966, Forestry File 1/33 HO, Folder 1, M. Kowald, Department of Environment.
7. John Oxley Library, Albert Shire History Hinterland, 2 page typescript VF 994.32 ALB.
8. Hall, Gilmont & Yaun, *Numinbah Valley* p. 91 and QPOD; Joan Frew, Post Offices Pine Mountain.
9. Hall, Gilmont & Yaun, pp. 83, 84, 112 (photo p. 147).
10. Hall, Gilmont & Yaun pp. 87 and 91.
11. Robert Longhurst, *Nerang Shire*, p. 110.
12. *Logan Witness* 28 April, 8 September 1883.
13. Letter Martin Lavelle 2799 of 17 October 1863, SUR/A18, QSA.
14. Robyn Burrows, p. 64.
15. Robyn Burrows, p. 65.
16. Q 31 May 1884.
17. W.F. Morrison, Volume 2, unpagged.
18. *Southern Queensland Bulletin* 12 July 1890, cutting Gold Coast Library Local Collection.
19. Robyn Burrows, p. 64.
20. Robyn Burrows, p. 65.
21. Company 38 of 1923, A/28610, QSA.
22. Q 2 August 1924 p30; Arch. and Build. Journal of Q. Sep. 1924 p. 74.
23. Weekly Notice 1/31.
24. *Logan Witness* 21 January 1882.
25. *Logan Witness* 17 May 1879.
26. Ingleside State School, Centenary Celebration 1892-1992 p. 8.
27. *Logan Witness* 21 November 1891.
28. *Logan Witness* 23 September 1882.
29. *Currumbin Valley State School history* p. 111.

30. *ibid* p. 114.

31. *ibid* p. 112; Jackie Bettington, Assignment on Mount Cougal Section of Springbrook National Park, University of Queensland, 1997.

Logan and Albert River Valley Sawmills

This section provides an overview of sawmills in the Logan and Albert Valleys south to the border but excludes the coastal strip.

Given the abundance of timber, it may seem surprising that the first sawmilling venture, the Logan Steam Sawmills collapsed by 1866. Location and costs were as important as in any other industry. The hard times of the late 1860s were too much. The liquidator for the Bank of Queensland advertised the mill for sale and the village surrounding the mill was deserted.¹ After a fire in 1869, only the brick chimney of the sawmill (near Drynan's ferry) remained. The area was not long without a sawmill, and in the 1870s Fryar and Strachan, for one, used their steam powered sugar mill at Loganholme as a sawmill in the off season.²

Henry Jordan, proprietor of Tygum sugar mill, also on the lower Logan, sold his property to Francis Lahey in 1876. He immediately offered sections of the plantation as farms. David Lahey learnt the sawmilling trade. John, James and Isaiah Lahey dissolved their partnership as sugar boilers and sawyers on the Logan River in 1879. Next year, Francis Lahey's Tygum estate was sold and Schneider and Company of Waterford bought the sugar mill machinery.³

Johann G. Schneider converted the sugar mill to sawmilling around 1890, and as proprietor of the Waterford Saw Milling Company, on (unincorporated) firm dating at least from 1892. In 1900 the sawmill was provided with its own siding, between Bethania and Waterford on the Beaudesert railway. The siding points were removed in 1927, possibly after a lengthy period out of use. The formation and some brick and iron remains of the mill were still visible near the 21 1/2 mile peg, in 1971.⁴

For many years surveys were made to determine how to locate a branch railway to serve the Logan and Albert Valleys. This proved impossible and instead a line was built to the Upper Logan, terminating at Beaudesert, disappointing to Lahey as it went nowhere near his new Canungra sawmill. The new line provided its own opportunities and in 1888 Laheys built a sawmill at Beaudesert and Isaiah Lahey was appointed manager of the new mill.⁵

Further south, E. Smales was sawmilling at Jimboomba by 1890, Lawnton being or becoming a partner. Near Buccan, John Potts erected a wood mill in 1908, chiefly to supply the Brisbane firewood merchants, Barrett and Woodland of South Brisbane who paid for the necessary siding which operated from 1912 for about ten years.⁶

Townsvale, at Veresdale, ten kilometres north of Beaudesert, was established by Robert Towns as a cotton plantation on the American model with coloured labour imported from the Pacific Islands. Cotton growing collapsed after the end of the American civil war combined with the termination of the government bonus on cotton. William Tuttin Walker, a Scot who emigrated to Victoria for gold, was Towns plantation manager and subsequently partner, ultimately purchasing the property and starting a sawmill which by 1888 employed 30 people and supplied pine to the Brisbane market.⁷ The mill was still recorded under the name William T. Walker until 1938.

Lahey's Beaudesert Mill

Isaiah Lahey managed the new Beaudesert Mill and the firm became Lahey Brothers Extended, its partners, J.W., I. D. and T.G. all being natives of Ireland who had emigrated to Australia in 1862. The Laheys bought a Fowler steam traction engine to haul logs to the mill; its nick-name of Laheys' Folly tells of its success. The mill being beside the railway with its own siding on the outskirts of Beaudesert, the output was efficiently railed to market. The siding was also a regular stopping place for passengers for more than 50 years. The construction of the Beaudesert Tramway in 1904 by the local Shire Council provided an effective means of the mill tapping most of the country south to the border. The Shire's own locomotive was specially allowed along the government railway to take logs directly to Lahey's mill.

The mill burnt down in 1919 and David with his eldest son Percy designed the new mill and supervised its building. Lahey's Beaudesert Limited was registered on 15 April 1924 with Isaiah (retired) and his sons Archibald and Harold as shareholders. The mill was sold to Pattersons of Toowong in 1948 and six years later to the Enrights, its current owners. Enrights, who had earlier purchased Charlie Ward's sawmill in William Street, Beaudesert, closed the William Street mill in 1962. They state that despite the

fire, the building now housing the mill, which has been substantially modernised, is the shed for Lahey's original mill, constructed with roof trusses of hoop pine and joined with 25 millimetre down and glued. The mill is electrically powered, steam operation having ended in 1948.⁸

The mill was substantially enlarged in 1906, Lahey Brothers and Nicklin then being the proprietors.⁹

The mill is still operating, Enright's having substantially raised productivity in 1985 with the installation of a \$250,000 Canadian log sizing carriage, log feed works, log turner and log decker. Installation was handled by Jim Woods replacing an 18 year old sawbench.¹⁰

Despite Laheys' dominance, there were many other sawmills. Josias Hancock operated at Beaudesert and Darlington in the late 1890s, and Campbell and Sons at Beaudesert in 1915 and by 1918 Raymond and Hossack of Brisbane and from 1929 the Queensland Forest Service had a Beaudesert mill.

There were mills at Jelbyn. Laheys leased the Kerry mill from Mrs Smales in the 1890s¹¹ and Hancock and Gore also milled at Kerry. Josias Hancock, also trading as Hancock Brothers, operated a mill at Darlington as well as Dugandan (later Cossacks) and Beaudesert, from around 1896. It was beside the Albert River near the Darlington State School, but although the site is identifiable, no remains are visible.¹² Later operated by Hancock and Gore, it was listed until 1908.

Pinelands Mill, Widgee Creek

Around the ridge from Darlington, Campbells established a sawmill on Widgee Creek by 1904.¹³ They referred to it as Widgee. The school established there was, however, known as Readville and operated from 1904 to 1912, which probably indicates the life of the sawmill. Locally the mill was known as Pinelands. The logs, felled near the border ranges, were hauled by bullock teams to a tramline which reputedly ran for five miles, steadily descending by gravity, horses only being required to haul the empty trolleys back from the mill for loading. Sawn timber was hauled by horse team down the creek, and, after the Beaudesert Tramway was built, stacked at Hillview for loading.¹⁴

The remains photographed and described by the current landowner as the mill site did not have the

layout of a mill, more closely resembling a house. On the sawmill site itself, even in 1985, the residue was no more than foundations. The need to ensure that log trolleys would not stop short of the mill dictated a steadily graded line, and this would be the reason for construction of a deep cutting through rock, now full of lantana which prevented obtaining clear photographs. Rock cuttings of any kind were unusual on timber tramways and this one presumably required considerable explosives to blast it out. It is a permanent feature of a distinctive sawmilling enterprise. Further work may determine whether the tramway turntable near the mill has survived.

Laheys built a sawmill at Maleny in the 1890s but closed it after a short operation. After their lease at Kerry expired, they bought land at the junction of Widgee and Christmas Creeks and built a mill in 1897/1898 at the site, using the machinery from Maleny. The area is now known as Hillview, as the original choice of Widgee was confused with the older Widgee near Gympie. This mill closed in 1911.¹⁵

Members of the Buchanan family operated a sawmill at Lamington from 1914 for more than 30 years, and presumably also sawed or had a yard at Beaudesert with its own siding, known as Buchanan's Siding from 1923 to 1954 when it was taken over by Northern Investments of Brisbane. A.J. Raymond & Company's Rockton mill near Peak Crossing was moved to Running Creek at the turn of the century.¹⁶

Rathdowney did not appear to have a sawmill until 1941 by which time bitumen roads were heralding the demise (in 1944) of the Beaudesert Tramway. John T. Buchanan had a mill at Foxley. William Denning built a sawmill at Palen Creek in 1894, but moved to Mount Brisbane in the Brisbane Valley in 1904.¹⁷

James Campbell & Sons milled at Palen Creek from 1904 and A.J. Raymond at Tylerville from 1915, the township being named after William Tyler who established his mill around 1900.

Jessie Daniels operated at Cedar Creek in the Tambourine area from 1864 until 1889 when he moved and established a mill on the Upper Albert by 1892, the area later known as Benobble. Edmond Ford Curtis moved from the Albert River in 1872 to the area fronting what is now Curtis Road. The Curtis Brothers constructed a water wheel on Cedar Creek in 1887. It has not survived. However Mr Syd Curtis recalls, from observation of the site in the 1930s that 'a trench was cut in the base rock to accept the lower part

of the wheel' and should be findable. The site was, he believes, very close to the south-western corner of the original Joalah National Park.¹⁸

Albert and Walter Curtis built a new mill on Sydney Curtis's land subsequently, using a pit saw for breaking down and horse powered mill for cutting up. Gustave Murray Carter built Carleon's Mill by the creek in what is now Holt Park, Hartley Road. It was later leased by the Curtis brothers.¹⁹

In 1883, Robert Muir, a sugar plantation and mill owner of Benowa near Southport, bought land at Tambourine Mountain, first erecting a sawmill, but his intentions of turning the cleared land into a sugar plantation were not successful.²⁰ There were several small mills in the Tambourine area this century. T.W. Brandon and Sons leased one in the early 1940s. The Geissman Brothers were milling at Tambourine Mountain and North Tambourine from 1929 until the 1960s and in later years bulldozed roads to extend access to timber, as well as making the area more accessible from the coast.

Laheys of Canungra

The Laheys operated at Tambourine in the 1890s. Hugh Mahony is credited with being the first man to seek cedar on Canungra Creek in the 1850s.²¹

John Duncan told the Laheys of the valuable Canungra timber and on 2 October 1884 David rode over Tambourine Mountain to commence work on the mill which was to become the terminus of the largest private timber tramway operation in Queensland. Together they established a saw and planing mill on Portion 61, the firm providing small cottages for its workers. The site was leased from Robert Christie, beside what is now Christie Street, although nothing now remains of sawmilling on the site.

The mill burnt down in 1897 and was rebuilt. Near the end of the century it became obvious that the mill needed access to the Coomera Valley to provide long-term log supplies. The high saddle east of the town was a major barrier and in 1900 H.W. Clark was employed to survey a logging tramway.

Machinery for the mill was brought up the Logan by small steamer to near Logan Village and hauled by bullock team. From 1885 production steadily increased. Much of the mill's output was for housing, with the Laheys being directly involved in promoting house building.

Besides the tramway, Laheys invested in aerial ropeway and electrical logging winch and powerhouse, reputedly the first such installation in Australia. This plant on Flying Fox Creek, to bring logs from the Beechmont area, was not regarded as a success and the dynamo and winch were later installed at the mill converted into a travelling gantry for stacking logs.

In January 1906 the mill was again burnt down and rebuilt with modern machinery. Lahey Brothers and Nicklin (Mrs Nicklin being a Lahey) was incorporated as Laheys Limited from 13 January 1908. With still no railway to the upper Albert, as many as 18 bullock teams were carrying sawn timber to Logan Village in 1911.

Tom Lahey went to America to study operations there and ordered an eight foot band mill and steam log turner which made the operations one of the most efficient in Australia and the Laheys multi-mill operation the biggest in Queensland. The railway finally opened to Canungra on 2 July 1914, making it economical to convert the locomotives from wood to coal burning.

By the time the railway arrived log supplies were declining and Laheys decided against further tramline extension and began improving primitive tracks into roads to tap areas of inaccessible timber. This particularly led to opening up the Cainbale area at lower cost.

The War Service Homes Commission, established at the end of World War I, bought Laheys Limited operation taking possession from 1 January 1921 but closed the Canungra operation only three months later, having retained David Lahey as manager there. The Commission sold its operation in 1924 when David Lahey and his sons form Brisbane Timbers Limited to acquire the operation. The new firm concentrated on road haulage of timber and formed a syndicate with Pattersons Limited, the Standply Timber Company, to take over the Canungra Mill and develop further the Mount Cainbale Road (now the access to O'Reilly's). Land was gradually sold, the tramway ceasing operations and the last of the tramway rails and equipment being sold in 1935. Besides the Canungra-O'Reilly's Road, the tramway tunnel remains the one major landmark of the whole tramway and sawmilling complex.²²

The tramway from Canungra across and up the Coomera Valley was surveyed in detail by Mr George Phillips in 1899/1900. He recommended 3 foot 6 inch gauge for compatibility with Queensland Government Railways, a simple choice since a gauge of at least 3 feet would have

been required for handling large logs. Having discarded options of wire-rope and rack railway operation, a 90 metre unlined tunnel of rectangular cross-section was cut through the ridge, the most substantial construction on a timber tramway in Queensland. It was not necessary to line the tunnel, a judgement confirmed by its state nearly a century later.

To reduce costs severe grades were employed including an average grade of 1 in 12 1/2 in a little more than a kilometre climbing to the tunnel. The loads of course were moved down this grade, but this section required great care by locomotive drivers to keep the load under control especially if rails were wet. Because of the grades, Climax and Shay geared locomotives were built, more expensive to buy and maintain but able to handle steep grades at low speed, and in common use in North America in similar operations.²³

By 1904 4 1/2 miles of the proposed 10 mile tramline (bridging the Coomera three times) had been completed with rails and the formation for another mile. The 90 metre long tunnel was complete. The line was long enough to tap 18 months supply of timber. By February 1905 the line was complete and the geared Climax locomotive had arrived.²⁴

By 1909 Laheys Ltd, 34 years after the families began sawmilling, held the largest tract of privately-owned pine in Australia. The depression of the 1890s had forced the Laheys into stave-shaping and casking to provide income but the surge of economic activity, after the 1902 drought broke, had been very profitable. During the slack time, the Laheys had designed a log hauling machine to make them largely independent of outside labour, it was claimed. Fire had burnt down the mill in 1894 and the sawing section at Canungra in 1906.²⁵

The electric logging winch, the first in Australia, and complete with its own powerhouse, was installed in 1913. It proved uneconomical.²⁶

When the railway reached Canungra, a connection was finally made between the government and the private systems but Lahey's drivers were not allowed onto the government forkline. QR drivers were allowed to collect wagons from the planing mill. Government locomotives were not allowed over the bridge on Lahey's tramway.²⁷

After a period of closure, the Standply Timber Company reopened the Lahey mill by 1933 with Herb Doyle as manager having added a veneer

and plywood plant. Mr Brims was the glue-maker, its composition a trade secret. The removal of the siding serving the Standply Timber Company in 1939 indicates an end of operations.²⁸

G. Franklin's sawmill, between the railway and Kidston Street at Canungra near the station and away from Lahey's, operated 1923 to 1943. A.L. Smekel (1944-47) and later P.F. Mahoney may have been operating what had been Franklin's mill. The Richmond Timber Company in 1949 had mills at Canungra and Nambour besides Woolloongabba.

Smith's sawmill was an early one in the Beechmont area. It was acquired by the Beechmont Timber and Land Company.²⁹ Other mills operated in the 1930s and 1940s.

J. Hancock & Sons had a mill at Platells (17 miles south of Canungra) in 1900.

Endnotes

1. MC 15 September 1966 p.3.
2. Q 25 November 1876 p26.
3. Q 16 June 1876 p27; *Bundaberg Star* 10 May 1879; Q 28 February 1880 p259; *Mackay Mercury* 10 April 1880.
4. File 1900.5447/2, A/12302, QSA; WN 36/27; Inspection JDK; photo of sawmill in Margaret Jenner, *Bethania* p. 50.
5. Shirley Lahey, p. 8.
6. Company 48 Book 6, A/21536, signatories to articles; File 1940/2164, A/12754, QSA.
7. W.F. Morrison, Volume 2, Appendix, unpagged.
8. Shirley Lahey, p. 17; W.F. Morrison, Volume 2, unpagged; sign outside historical display in 1997.
10. *Beauesert Times* 9 October 1985, cutting Beauesert Library.
9. File in Railway Correspondence, A/12338, QSA.
11. Shirley Lahey, p. 8.
12. *Pictorial History of the Upper Albert River*, pp. 14-6.
13. School File, Z311, QSA.
14. *Pictorial History of the Upper Albert River*, pp. 14, 17, 18.
15. Shirley Lahey, p. 8.
16. Pugsley H., p. 37.
17. *Queensland Times* 25 July 1933; Esk Shire Council Minutes 18 May 1904.
18. Eve Curtis, pp. 14-15; Kathleen Nutting, p. 5; letter Mr H.S. Curtis, Miles Street, Hawthorne to Department of Environment 12 April 1998.
19. Eve Curtis, *The Turning Years*, A Tamborine Mountain History, 1988 from 1990 pp. 35, 12.
20. Q 27 October 1883 p672, 16 February 1884 p261.
21. M. Curtis, unpagged, Chapter 4.
22. Shirley Lahey, pp. 6, 8, 14-8.
23. R.K. Morgan, "Lahey's Canungra Tramway", *Light Railways* Nos .54, 56, 57 (1976).

24. BC 6 October 1904 p.7; BC 25, 28 February 1905; see AG2 Sheet 145 1905, QSA for map.
25. E.J.T. Barton, p. 346.
26. R.B. Joyce, "Canungra Timber", *Queensland Heritage* Vol. 1 No. 4 (May 1966) pp. 3-8.
27. WN 369 of July 1915.
28. M. Curtis, Chapter 4, unpagged; WN 24/39.
29. Robert Longhurst, *Nerang Shire*, p. 159.